

Shipping

DESERTERS FAIL TO CONNECT WITH SIERRA FOR THE COAST

An extra guard was maintained at the several gangways leading from the wharf to the liner Sierra prior to the sailing of the Oceanic steamship for San Francisco at noon today.

It was mooted that one or more deserters in the regular army were attempting a get away by means of the liner.

Sierra officers also took a decided interest in the game and they exercised extreme vigilance in their inspection of the ship and the search for stowaways.

The Sierra departed for the Coast amid the blare of band and the cheers and farewells from almost a thousand throats.

The Oceanic wharf was crowded with led bedecked spectators as for an hour or more before the advertised time of sailing.

Ninety cabin and forty steerage passengers were accommodated, and there was plenty of room for a much larger number.

The liner sailed with a full shipment of sugar, also 5,000 cases of preserved pineapples.

Largest Timbers to Leave the Sound.
Taking the largest sticks of timber which have ever left the Sound, the British bark Kingross-shire, which has been loading at the Canadian Puget Sound Lumber company's docks, has been compelled to cut open her stern ports to allow the timbers to be stored.

The bark is loading a big shipment of sticks seventy feet long and three feet square. They will be used for straining into masts on new vessels being built in the old world. The bark will be ready for sea at the end of next week with a load of 2,000,000 feet of lumber.

The stay of the Kingross-shire at this port has been prolonged somewhat owing to the belated arrival of a boom of her logs, which will be cut up for shipment on the bark. She has yet to take on about 400,000 feet but Capt. Hutchins expected to stow this away before the end of the week. It was impossible to raw the big sticks from the logs which were in the harbor and the mills had to send for a boom of larger trees.

The sticks being loaded by the Kingross-shire are so large that the stevedores have been unable to load through her hatches and have found it necessary to cut the railers' stern ports.

The sailor is loaded down almost to her gunwale with cargo and by the time the motorboat of her cargo is stowed and her deckload lashed in place, she will be riding low in the water.

To Cross Atlantic in Motor Boat.
NEW YORK, July 14.—Thomas Fleming Day, who last year navigated the 21-foot yawl Sea Bird across the Atlantic from Providence to Gibraltar with two companions on board, started from New Rochelle harbor this afternoon on another long and venture some voyage. He is to try to take the motorboat Detroit to Queenstown and incidentally will try to make a new record for motor boats across the ocean. The record now is thirty-five days, made in 1904.

With Day on this trip are Charles C. Berle, who is mate, and W. Newstead and Walter Morton, both from Detroit, who are engineers.

The Detroit is 35 feet long, 9 feet 6 inches beam and 5 feet 6 inches draft. She is equipped with a 2-cylinder, 16-horsepower Scipps motor, which will drive the yacht about seven miles an hour. She carries 1200 gallons of gasoline in seven steel tanks.

The yacht carries 200 gallons of fresh water and stores for 90 days. She is fitted with a small rig for use in case of mishap to the engine.

After reaching Queenstown the Detroit will proceed to England. She will sail up the English channel to the North sea, then to the Baltic and on to St. Petersburg.

New York Cargo Due on Monday.
The American-Hawalein freighter Arizona is expected to arrive at Honolulu early Monday morning bringing a large general cargo of several thousand tons. The Arizona has been given transhipped freight which left New York as east bound cargo number 283 and 284, leaving the East coast of the United States in the freighters Kansas and American on June 1st and June 7th respectively.

This freight was transferred to the Arizona at Salina Cruz. The vessel sailed from the sound ports on July 26th and will be followed by the steamer Virginian to leave Seattle on July 30th.

Collision on Startling Night.
An unusual collision because of the fact that the weather was clear as a bell occurred off the Heads, when the schooner Dauntless and the North Pacific Company's liner Roanoke came together, says the San Francisco Chronicle.

The Dauntless, a great gash in her starboard side extending for twelve feet below the fore rigging, was towed into port by the tug Sea Prince, which was summoned to her assist-

ance by the Roanoke's wireless operator.

Both vessels went to sea late Saturday, prior to the collision, the steamer bound for San Diego in command of Captain Farrington and the windjammer, in command of Captain Peterson, destined for Gray's harbor, where she was to load lumber for the E. K. Wood Company.

The collision took place off the black buoy, and was the result, according to Mate Ingram of the schooner, who was on duty, of there being no lookout forward on the steamer. Great excitement prevailed among the liner's passengers, who were roused from their slumbers by the shock, but were quickly pacified. Captain Peterson's wife and baby were on the Dauntless with him.

After the accident the Roanoke continued her run south, while the Dauntless came in for repairs.

Many Tourists in the Lurline.

The Matsun Navigation steamer Lurline from San Francisco to arrive at Honolulu next Wednesday morning with nearly five thousand tons general cargo for this port, is reported as bringing down a large list of passengers, many being tourists. The list includes: Mr. and Mrs. C. M. V. Forster, Mrs. W. H. Hindle, Mr. King, Mr. Stokes, Mr. Cook, Mr. McQuillen, Mr. Edwards, A. A. Whitcomb, J. K. Brown, W. F. Young, Chas. F. Wood, C. R. Severance, John Effinger, Miss Alice Richardson, Miss C. J. Harrison, Miss Cora Harrison, Miss Helen G. Wood, J. McGeaude, Miss H. H. Hundermeyer, Miss E. Misner, Miss McKay, Miss M. Onstatt, Miss C. Haskell, Mr. and Mrs. Paul Super, Gilbert J. Waller, Col. J. F. Morrison, Miss A. M. Wing, Miss E. J. O'Donnell, Miss A. M. Goetz, F. L. Goodspeed and wife, Miss C. Simpson, Miss H. E. Walworth, Miss Alice Dempsey, Miss E. Mush, Miss A. M. Wing, Miss D. Dyer, A. H. Otis and a bunch of actor folk for the Liberty theatre.

China a Monday Arrival.

Wireless messages received last evening from several trans-Pacific liners proceeding to or from the islands include the following:
Enterprise, July 26, 1912, 8 p. m., en route from San Francisco to Hilo—1577 miles from San Francisco.
M. N. S. R. Honolulu, July 26, 1912, 8 p. m., en route Honolulu to San Francisco—700 miles from Honolulu.
The China will arrive here from Yokohama at one o'clock Monday afternoon.

Philippine Lighthouses.

An illustrated list of all the lights, buoys, beacons, and day marks in the Philippine Islands has been issued. In all there were 144 first, second, third and fourth class lights listed, as well as 161 buoys, beacons, and day marks.

The list comprises 65 pages of the publication, and is followed by 32 halftone pictures of some of the lights in use. A map of the archipelago showing the location of all the lights, buoys, beacons and day marks is also enclosed.

Iwaland Bucked Strong Head Winds.

Reporting a rough trip a portion of the coasting tour of Hawaii, the officers in the Inter-Island steamer Iwaland state that strong northeast winds prevailed. The steamer has returned to this port bringing 5000 sacks sugar from Mahukona. In addition to sugar the vessel brought 32 bales hides, 39 drums and a quantity of sundries.

A sugar report shows 2000 sugar at Kipahulu and 8000 sacks at Honolulu.

Schooner Smith to Load Fertilizer.

Fertilizer of local production is to be loaded into the American schooner William F. Smith, before that vessel departs for the mainland. The Smith brought down a shipment of lumber to be used in the construction of the new Inter-Island floating drydock. With the completion of the discharge of the lumber, the fertilizer will be taken aboard and the vessel dispatched for San Pedro. The vessel is expected to go on the marine railway for a cleaning and re-painting.

Kukui For Cleaning And Repairs.

The United States lighthouse tender Kukui is slated to go on the local marine railway for a general cleaning, repainting and overhauling. The work on the little schooner Luka is about completed and this vessel is soon to go into commission again for a return trip to Fanning Island and the south seas.

Island Shipping.

Purser Phillips reports the steamers Kailani at Hilo and the Kailani at Honolulu at the time of departure of the Mauna Kea from these ports. The Inter-Island vessel also brings report that the schooner Muriel was discharging freight at Honolulu and the Melrose at Hilo.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
July 27	12:00	1:15	10:15	4:00	7:30	5:31
28	12:45	1:55	11:00	4:40	8:15	6:15
29	1:30	2:40	11:45	5:20	9:00	6:55
30	2:15	3:25	12:30	6:00	9:45	7:35
31	3:00	4:10	1:15	6:40	10:30	8:15
Aug 1	3:45	4:55	2:00	7:20	11:15	8:55
2	4:30	5:40	2:45	8:00	12:00	9:35
3	5:15	6:25	3:30	8:40	12:45	10:15
4	6:00	7:10	4:15	9:20	1:30	10:55
5	6:45	7:55	5:00	10:00	2:15	11:35
6	7:30	8:40	5:45	10:40	3:00	12:15
7	8:15	9:25	6:30	11:20	3:45	12:55
8	9:00	10:10	7:15	12:00	4:30	1:35
9	9:45	10:55	8:00	12:40	5:15	2:15
10	10:30	11:40	8:45	1:20	6:00	2:55
11	11:15	12:25	9:30	2:00	6:45	3:35
12	12:00	1:10	10:15	2:40	7:30	4:15

Full moon July 28th at 5:57 p. m.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

SAN FRANCISCO—Sailed, July 26, S. S. Hyades, for Seattle.
EUREKA—Arrived, July 27, S. S. Kailani, hence July 18.
HILO—Arrived, July 25, Schooner Melrose from Kailua.

Asiatic Sail in The Persia.

Fifty Asiatic steamer passengers sailed for Japan ports at nine o'clock this morning in the Pacific Mail liner Persia. The vessel remained at the port for twenty four hours, and while no cargo was discharged, the Persia was given eight hundred tons coal, to carry her through to the Far East. The Persia sailed with little through cargo, there being less than seven hundred tons merchandise on board, at the time of departure from San Francisco.

A dozen cabin passengers departed for the Orient in the liner this morning.

Mauna Kea Here With Many Passengers.

There was a goodly list of cabin and deck passengers to arrive from Hilo and way ports this morning in the Inter-Island flagship Mauna Kea. The steamer is now being made ready for a return to the Big Island, the Mauna Kea sailing at four o'clock for Hilo and the Volcano. The freight list included 4 sacks awa, 10 cords wood, 40 sacks corn, 1 auto, 250 head sheep, shipments of chickens, pigs and hardwood, and 185 packages sundries.

Purser Phillips reports moderate trades and seas on the homeward voyage.

Hawaii Sugar Report.

The Hilo Sugar Company reported the largest amount of product on hand and awaiting shipment, according to a statement received this morning from Purser Phillips of the steamer Mauna Kea. The list is as follows: Olan, 14,650; Wailakea, 11,000; Hawaii Mill, 2400; Hilo Sugar Co., 19,800; Onomes, 11,852; Pepeekeo, 4400; Honoumou, 4500; Hakalau, 18,500; Laupahoehoe, 6500; Kailua, 8500; Kula, 5500; Hamakua Mill, 6500; Pahoa, 9100; Honokaa, 3800; Kula, 5100; Puna, 14,871; Nonaupo, 8444.

Steamer Helene Was Deeply Loaded.

Returning from Hilo this morning, the steamer Helene was found to be deeply loaded, the vessel bringing over 12,000 sacks sugar from the Big Island. This vessel also brought empty drums and a quantity of sundries. Light showers are reported to have recently fallen along the Hamakua Coast. Fine weather was met on the trip.

The steamer Nonaupo is back from Kailua where 1500 sacks sugar, 115 sacks rice and sundries were loaded aboard the vessel. The officers in the Nonaupo report strong northeast winds and heavy seas on the return voyage.

A man seldom attempts to escape any temptation that looks good to him.

Photo-Engraving of highest grade can be secured from the Star-Bulletin Photo-Engraving Plant.

Music Tuition

PROF. L. A. DE GRACA

Teacher of Violin, Mandolin, Banjo and Guitar. New and easy method. For terms, etc., apply "Teacher," this office. A studio at Dr. Schurman's, 175 Beretania St., will be opened Aug. 10.

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ALLEGED SMUGGLER DENIES ALL KNOWLEDGE OF SMITH

Fisher, Called as Witness, Repudiates Confession He Is Said to Have Made to U. S. District Attorney Breckons and Creates Sensation in Court

Denying personal acquaintance and that he had ever before seen the defendant, Norman B. Smith, James F. Fisher, the young man held to the next term of federal court on a charge of complicity in opium smuggling, created a sensation this morning when he was summoned before U. S. Commissioner C. S. Davis to testify in the case of Norman B. Smith.

Smith was given a partial preliminary hearing this morning on a charge of violating the "white slave" law, and Fisher, who is said to have confessed his entire interest in the affair in which he and Smith are alleged to have participated, was called to testify concerning Smith's departure from Honolulu company with Lily Hookano, a native woman.

Fisher is said to have made his confession to U. S. District Attorney R.

W. Breckons, at the time Fisher, Smith and the woman were all placed under arrest, June 20. He is said to have come to Honolulu from the Coast on the same vessel with Smith, and was arrested when he called at the express office to claim some suitcases that had been forwarded to Honolulu by Lily Hookano. Smith and the woman were arrested the same day, immediately after Fisher's apprehension.

Despite these facts, and his alleged confession, Fisher steadfastly clung to his denial of acquaintance with Smith. He was excused from the witness stand hurriedly by counsel for both sides and sent back to jail, where he is held in default of bail, pending his hearing at the next term of court. Several witnesses were called, but no evidence of importance developed, and the hearing was continued to 2 o'clock Monday afternoon.

LOW SCORES RAPID TRANSIT IN STATEMENT ON PAVING

Supervisor Eben P. Low let loose today the second blast of his allegations concerning the Rapid Transit company, the Pahoehoe Lumber company and the paving controversy. His first was delivered yesterday. He takes up today the issues involved and makes a statement on the attitude of the board.

In reference to previous published articles that have appeared on the present controversy, it has been pointed out by the Rapid Transit company that two facts have been overlooked. Supervisor McClellan in a published interview referred to the fact that bitulithic was recommended by "the city engineer." The Rapid Transit answers this with the statement that King erect at a conference between Manager Ballentyne, Attorney Withington and the road committee.

Referring to the attitude of the board of supervisors as wishing to secure bitulithic between the tracks in order to get a smooth surface for traffic, the Rapid Transit says that this would secure a splendid surface, and that this argument for bitulithic is weak.

Supervisor Low's statement today follows:

As to Mr. Alfred Castle, who has become excited about the statement which I never made that the Ohia Company is interested in the Rapid Transit Company and vice versa, I have to say that while I do not dispute the facts as alleged by him that there is no shareholder in the Hawaiian Development Company that owns shares in the Rapid Transit Company except one shareholder in the former who owns five shares in the latter, the fact is, however, that of the entire issue of 3500 shares of preferred stock of the Rapid Transit & Land Co., the Castle Estate owns 1650 shares and the other members of the Castle family own 238 shares or 55 per cent of the entire issue. Of the entire issue of common stock of 8575 shares, the Castle Estate owns 4827 shares and the other members of the Castle family 363, a total of 5090 (Continued on Page 3)

MIKADO CLAIMS

(Continued from Page 1)

proper authorities for further enlightenment.

When the laws covering the registration of the local Japanese as American citizens passed the Territorial Legislature, the parents of the Japanese children who were born in Hawaii forwarded applications to the Secretary of the Territory for registration certificates. In almost all of the cases the certificates were granted after examination before Chief Clerk H. P. O'Sullivan of the Secretary's office. Secretary Mott-Smith of the Territory of Hawaii then affixes his official signature to the certificates.

May Prevent Return.

The parents of the Hawaiian-born

Japanese children believe today that their sons and daughters who have once obtained registration certificates from the Secretary of the Territory could not be compelled by the Japanese government to serve in the military service for three years. In the event of their return to Japan. As it appears now, it is believed that in the future the Hawaiian-born Japanese will not return to Dai Nippon.

Mr. Tanaka, however, emphasized the fact that the Japanese military laws apply only to those who return to Japan. But those who remain in Hawaii can not be compelled by the Japanese laws to return to Japan to serve in the army for three years.

Mr. Tanaka, while on Maui visited the plantation camps. He was highly pleased with the cleanliness of the camps provided for the laborers by the plantations, and expressed his satisfaction at the way his countrymen are being treated by the managers.

MAY CONSIDER WAIALUA WATER BY SPECIAL RULE

(Special Star-Bulletin Cable)

WASHINGTON, D. C. July 27.—A resolution providing that the Waialua water bill be given immediate consideration under special rule was introduced by the rules committee of the House today. Favorable consideration is expected.

Until now the Waialua water question has been sidetracked under a technical point of order. The foregoing cablegram indicates that there is a strong probability of its coming up for settlement at this session. Neither E. D. Tenney, representing the Waialua plantation's interests in the water, nor D. L. Withington, one of the attorneys therefor, had any comment to make on the cablegram when its contents were made known to them. The last previous news regarding the matter was to the effect that the War Department was still undecided as to whether the surplus water should be sold at auction.

SECRET MARRIAGE IS ANNOUNCED BY MEG.

SEATTLE, Wash., July 12.—Portus Baxter, veteran sporting editor of the Post-Intelligencer, and Mrs. Lora Hummer, a widow of San Francisco, were married today. Baxter and Mrs. Hummer went to the courthouse early, obtained a license and were quietly married, binding everybody concerned to secrecy.

PASSENGERS ARRIVED

Per str. Mauna Kea, from Hilo via way ports: Miss L. Lathrop, Misses Jonlin (2), C. D. Samson, Miss H. Pratt, Miss E. Keller, Mrs. W. Keller, Mrs. C. G. Dickens, Mrs. C. L. Dickerson, C. W. Jones, Miss M. Jones, Miss Ruff, Misses Wade (2), J. E. Schermerhorn, A. C. Schermerhorn, M. Taylor, J. L. Clayton, Miss F. Kuhlman, Miss L. Whipple, Misses Nettle, Mrs. D. Fullaway, Misses Farrell (2), F. Rickerts, Capt. Wm. Howe, H. J. Lyman and wife, R. W. Breckons, Miss G. Robertson, W. Culen, wife and child, A. Hudson, J. O. Peterson, H. P. O'Sullivan, J. Hakule, E. Gushingam, C. Romanis, G. Gerasimo, Mrs. E. F. Berger, J. L. McCole, A. Laugier, J. F. Rock, H. Raphael, S. Sautzer, G. Otani, T. Oaki, S. Nagami, Master Kennedy, H. S. Canadio, A. Deaka, Mrs. J. Camps, G. E. King, J. H. Naiti, Rev. W. E. Edmonds, H. Zen, C. F. Zen, M. Prosser, V. Carvalho, Misses Jones (2), Miss M. Hivens, E. Parker, S. Macfarlane, E. H. Trent, Dr. Birch, J. T. McCrosson, D. Dowsett, J. D. Manu, Jas. Lindsay, Jno. Lindsay, Jr., H. Kuby, F. Bearing, W. M. Chong and wife, C. W. Ashford, T. R. Robinson, Miss Perry, Miss Helen, Miss Maerman, H. M. Dowsett and wife, W. K. Ahli, B. Guero, T. J. Driver and wife, K. Kawano, T. Tanaka, Lieut. Kingsbury, Paul Schmidt, son and nurse, Kin Choy, Yen Chop, C. K. Farden, Mrs. M. Souza, Mrs. Reiman, S. Kawasaki, Misses Nelson (2), Raymond Teal and wife, C. Lecoy and wife, R. Martin and wife, J. Curtis and wife, Frita Field and wife, G. Chesbro, Miss D. Godsey, Miss M. Carson, Miss A. Aville, Miss B. Delong, Miss M. Gasperson, Miss E. Crosby, Miss D. Finnerty, Miss J. Martin, Master Lancaster.

PASSENGERS DEPARTED

Per str. Claudine, for Hilo, via way ports, July 26.—Mrs. H. S. Ewing and daughter, Miss Mary Rodriguez, Miss A. Alexander, Mrs. E. J. Little, Mrs. H. E. Minville, Mrs. A. Minville, H. C. Brown, A. J. Hilbert, Rev. C. How Fo, Dr. A. Bowen, Mrs. C. W. North, Mr. and Mrs. Moses Kahiapo, Mrs. L. F. Jones, Mrs. J. S. Low, Wm. L. Hardy, S. G. Hindes, F. B. Edwards, Geo. Soon, Rev. and Mrs. C. How Fo and three children, G. Irwin, M. Bernard, Miss Rosie Koa, Miss Louisa Ahana, D. Quill, Mrs. J. C. Flores, Masters Flores (2), Misses Flores (2), Duke O. Burns, W. F. Devereaux, E. T. Arcia, F. E. Edwards, John Noa, T. Ouchi, H. Howell, Miss Lulu Drummond, Mrs. Noda and infant, Miss Noda, Chas. Crozier, Master Crozier, Mrs. De Bolt, Miss Welsey.

PASSENGERS BOOKED

Per str. Kinan, for Kailua ports, July 30.—Miss J. Kennedy, Miss Danford, Miss Kelly, Mrs. J. K. Glandall, Mrs. C. H. Wilcox, Miss M. Fernandez, A. J. Lowrey, D. Nott, Mr. and Mrs. J. G. Smith, Master Smith.

Per str. Claudine, for Hilo, via way ports, Aug. 2.—Miss C. Betta, Howard Smith, Furman Stamper, Hamilton Stamper, J. B. Gibson, Miss Mary Rodriguez, Mrs. Cooper, Mrs. J. C. Smith.

Per str. Mikahala, for Maui and Molokai ports, July 30.—Miss McCarty, Frank Baldwin.

MAILS

Mails are due from the following points as follows:

San Francisco—Lurline, July 31.
Victoria—Marina, August 14.
Colonias—Sonoma, Aug. 9.
Yokohama—China, July 30.

Mails will depart for the following points as follows:

Yokohama—Korea, Aug. 1.
Vancouver—Makura, Aug. 13.
Colonias—Ventura, Aug. 5.
San Francisco—China, July 30.

Tuesday's Departures.

Several steamers in the Inter-Island service will take their departure for other islands on next Tuesday.

The Kona and Kau liner, with a big cargo and a number of passengers, is to sail for the Big Island at noon, followed in the evening by the Kinan for Kailua ports, and the Mikahala for Molokai, Maui and Lanai ports. The Kinan and Mikahala are expected will get at away at five o'clock.

JUDGE DOLE PASSES THREE NEW CITIZENS

Three new citizens to the United States were admitted this morning following a naturalization hearing before U. S. District Judge Dole. They are Diekamp and Charles August Herman Schroeder. Diekamp is said to be one of the best educated men in the Territory. He is a clergyman in the Roman Catholic church, and at present is located at Lahaina.

Three other petitioners for citizenship were not present when their hearings were called, and the cases were continued to August 31. The petitioners were William Thomas Greig, Jules Delpech and John Araulo.

The Pacific Mail liner Persia, sailing for the Far East at nine o'clock this morning, carried a delegation of Japanese and Chinese steamer passengers who embarked at this port for the coast of Asia.

OLD TAYLOR

BOTTLED IN BOND

EVERY DOLLAR

THAT CAN CONTRIBUTE TO ITS UNQUALIFIED EXCELLENCE IS CHEERFULLY EXPENDED